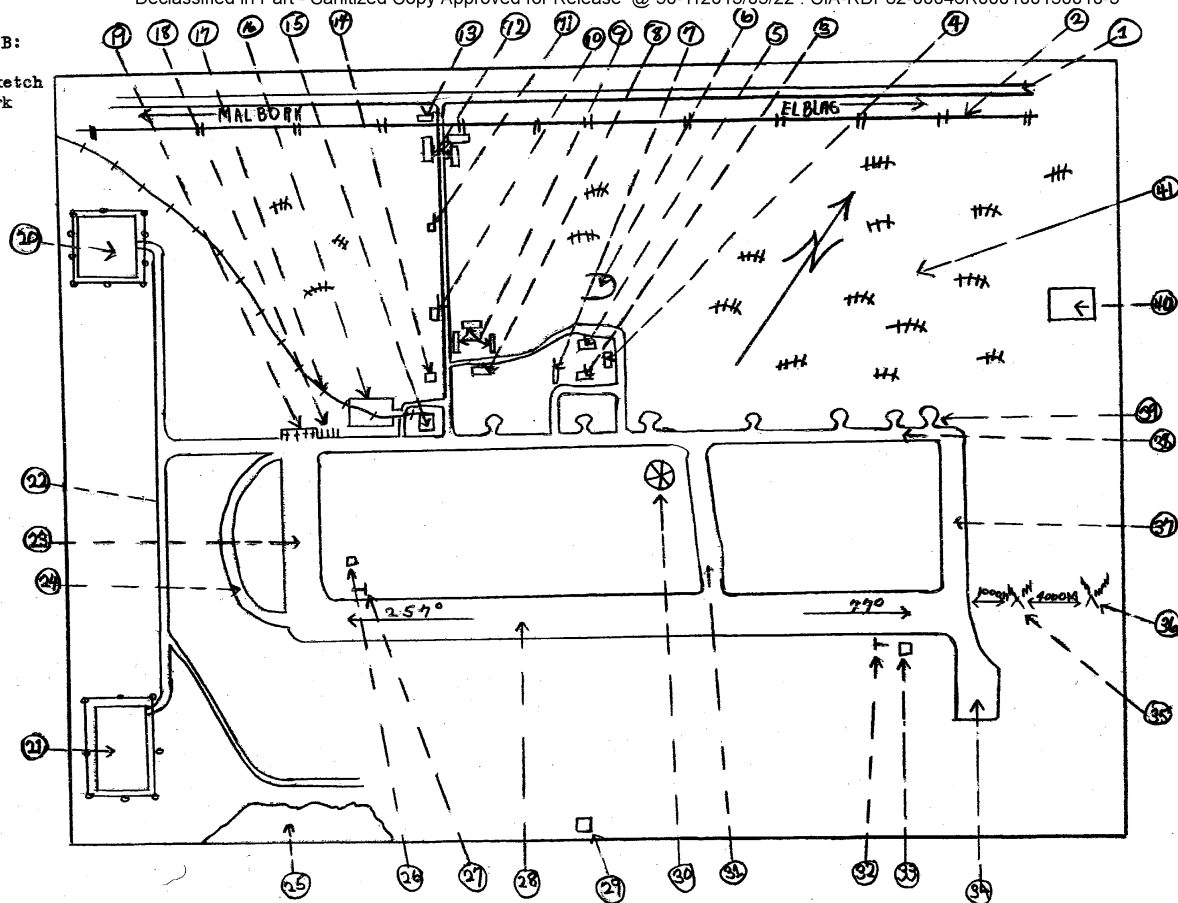


ENCLOSURE B:

Memory Sketch
of Malbork
Airfield



SECRET/SECURITY INFORMATION

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ENCLOSURE B. (Cont'd)

50X1

LEGEND

50X1

Sketch of Malbork Airfield

- Point #1. Highway: asphalt; 10 m. wide; 1 1/2 km. north of airfield; leading 20 km. east to Elblag $\angle 5410N - 1923E \angle$ and 7 km. west to Malbork.
2. RR: double-track, standard gauge; 1 km. north of the airfield; leading 20 km. east to Elblag and 7 km. west to Malbork.
3. Transient Hangar: reinforced concrete; flat roof; hangar had rails for traveling cranes; was designated hangar #1. no further information.
4. Hangar: reinforced concrete; curved roof; hangar had rails for traveling cranes; was designated hangar #2; its capacity was 16 to 20 MIG 15 BIS.
5. Hangar: reinforced concrete; flat roof; hangar had rails for traveling cranes; was designated hangar #3 and its capacity was 25 YAK-23's.
6. Jet Blast Pen: This was an earth blast pen. It was used for testing in firing up jets. the blast pen was being converted into a reinforced concrete construction.
7. Repair Hangar: reinforced concrete construction; major maintenance was performed on aircraft here; its capacity was 25 MIG 15 BIS.
8. Garage: concrete; dimensional data unknown; used for housing airfield vehicles.
9. EM Barracks: three, one-story, wooden barracks, 20 m. long; housed all airfield enlisted personnel, number of whom is unknown to
10. Guard Room: single-story; concrete construction; used by airfield guards.
11. Guard Shack and Entrance Gate: constructional and dimensional data unknown to A guard, armed with a carbine, was at this post at all times.
12. Officers' Dependent Housing: three, two-story, concrete buildings; each housed 18 families. These buildings were utilized by airfield officers and their families, excluding pilots. All pilots were housed in Malbork.
13. RR Station: small; wooden.
14. Garage: concrete construction; used for housing airfield vehicles.
15. Operations Building and Weather Station: red brick construction; 10 m. high; the top of the building was glass enclosed and topped by a wind sock. Pilots cleared operations before a flight and picked up a weather card showing weather that might be encountered during the flight. Pilots received no briefing or special instructions about possible inclement weather. Telephone facilities were located in the operations building.

SECRET

SECRET/SECURITY INFORMATION

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50X1

ENCLOSURE B. (Cont'd)

- Point #16. Underground Fuel Storage Area: 150 m. long; 70 m. wide; had small stations for drawing fuel from tanks below ground. Fuel was delivered to aircraft from this point in large green trucks. No further information.
17. Rail Spur: single-track; standard gauge; [] 50X1
this spur was used for delivery of fuel to point #16. No further information.
18. Crash Crew Equipment: [] had no information on this. 50X1
19. Alert Apron: four MIG 15 BIS were usually parked at this point. 50X1
20. New Bomb Dump: dimensional data unknown [] the area was continually patrolled by armed guards and well lit during the night. It was forbidden to go near the area. During World War II, this area was used by the Germans as underground hangars which were destroyed by bombings. The area has been rebuilt since World War II and [] 50X1
believed it to be a bomb dump. He had no further information.
21. Old Bomb Dump: [same as point #20] This was rebuilt first.
22. Road: concrete; 15 m. wide.
23. Taxi Strip: concrete; 20 m. wide; 450 m. long.
24. Road: concrete; ten meters wide. This road was often used by MIG 15 BIS pilots as an extension runway to cut down roll upon landing.
25. Firing Range: built-up earthen area; practice firing was done from turrets which were brought to the area by truck; machine guns used were 12.7 mm.; the turrets were kept in hangars [points #4 and #5] when not in use. Practice firing was done one to three times a month and was not a regular part of the pilots' program.
26. Mobile Tower: this was the airfield radio tower and was located in a truck. The station was located on the left side of the runway at this point when landings were made in 077° direction.
27. Landing T: located on left side of runway at this point when landings were performed in 077° direction. Aircraft were to make touch down parallel to the landing T. Distance of the landing T from the end of the runway depended upon the wind velocity. [Enclosure C, Memory Sketch of Landing T].
28. Runway: concrete; 60 m. wide, 2000 m. long (exact dimensions); equipped with landing lights.
29. Water Pump Shanty: small, white shanty with water pump inside; used for pumping water off airfield. This pump was in continuous operation.
30. Compass Rose.
31. Taxi Strip: concrete; 20 m. wide; 450 m. long.
32. Landing T: [same as point #27]. When T was located at this point, landings were made in 257° direction.

SECRET

SECRET/SECURITY INFORMATION

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50X1

ENCLOSURE B. (Cont'd)

Point #33. Mobile Tower: [same as point # 26]. Station was located at this point when landings were made in 257° direction.

34. Alert Apron and Crash Equipment Park: concrete construction; capacity of aircraft on apron was 10 to 15 MIG 15 BIS; crash equipment parked on the apron consisted of fire trucks, tugs, and ambulances; exact number unknown to [redacted] 50X1
35. Inner Non-directional Homer: located one kilometer from the end of the runway.
36. Outer Non-directional Homer and Direction Finding Station: located four kilometers northeast of the inner non-directional homer and in line with the runway. This D/F station gave inbound bearings to aircraft upon request, with the aid of a radio compass. This station could not give fixes and could inform the pilot that his aircraft was over the station only when the station operator actually heard the aircraft pass over. Equipment of the D/F station consisted of the above-mentioned radio equipment and a transmitter-receiver set of unknown manufacture.
37. Taxi Strip: [same constructional and dimensional data as point #31].
38. Taxi Strip: concrete; 20 m. wide; 2,000 m. long.
39. Hardstands: concrete; 15 m. in diameter. [redacted] could not give the number of hardstands but believed there were more than the seven indicated on sketch. The distances between hardstands varied. 50X1
40. Radar Site: this was a G C A station which was underground. The station was also used in conjunction with intercept mission. [redacted] had no further information. 50X1
41. Swampy Area: north side of the airfield.

SECRET